विवरण

विभिन्न राज्य सड़क परिवहन निगमों के निवल लाभ/घाटे दर्शाने वाला विवरण

(करोड़ रु०)

क्रम सं०	राज्य सड़क परिवहन निगम	1991-92 वास्तविक
(1)	(2)	(3)
1.	आंध्र प्रदेश रा० स० प० नि०	— 31.13
2.	असम रा० स० प० नि०	— 17.81
3.	बिहार रा० स० प० नि०	— 26.87
4.	गुजरात रा० स० प० नि०	+ 0.92
5.	हिमाचल प्रदेश रा० स० प० नि०	— 18.38
6.	जम्मू एवं कश्मीर रा० स० प० नि०	— 16.83
7.	कर्नाटक रा० स० प० नि०	— 19.09
8.	केरल रा० स० प० नि०	— 39.54
9.	मध्य प्रदेश रा० स० प० नि०	+ 0.27
10.	महाराष्ट्र रा० स० प० नि०	— 26.72
11.	मणिपुर रा० स० प० नि०	— 1.70
12.	मेघालय रा० स० प० नि०	— 1.71
13.	उड़ीसा रा० स० प० नि०	— 11.77
14.	पेप्सू स० प० नि०	— 17.89
15.	राजस्थान रा० स० प० नि०	+ 13.96
16.	त्रिपुरा रा० स० प० नि०	— 3.49
17.	उत्तर प्रदेश रा० स० प० नि०	— 33.43
18.	उत्तरी बंगाल रा० स० प० नि०	— 7.34
19.	दक्षिणी बंगाल रा० स० प० नि०	— 3.30
20.	कलकत्ता रा० प० नि०	— 21.65
21.	दिल्ली परिवहन निगम	—203.8184

Declaring Godavari and Krishna as National Waterways

3027. DR. NARREDDY THULASI REDDY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration to declare Godavari and Krishna in Andhra Pradesh as National Waterways;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise.

(c) Techno-economic feasibility studies were carried out on the Godavari from Cherla to Rajahmundry and on Krishna from Nagarjuna Sagar Dam to Vijayawada. Though the study on the Godavari indicated viability of coal movement from Cherla to Rajahmundry, the coal production at Cherla Coal Mines as visualised had not been confirmed by M/s. Singareni Collieries Company Ltd. In respect of Krishna, the minimum discharge required for navigation is not available round the year. In addition, low volume of cargo expected and high developmental cost do not justify the viability of development of the waterway for navigation.

Losses incurred by State Roadways Corporations

3028. SHRI S. S. AHLUWALIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that most of the State Roadways/Transport Corporations in the country continue to incur recurring losses particularly due to worn out, old and overused bus fleets;

(b) if so, what are the details of the losses suffered by each State Roadways Corporation during the last three years;

(c) whether government propose to establish a national renewal fund exclusively for the revival of State Road Transport Corporations in the country to make them economically viable and enable them to provide transport facilities to the general public; and

(d) if not, what remedial action Government propose to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Most SRTCs are incurring losses on account of the following main reasons:—

(1) Uneconomic fare structure due to SRTUs inability to obtain timely fare revisions based on the rising input cost;

(2) Concessions given to various sections of the society such as students, the handicapped persons, freedom fighters, journalists as so on;

(3) Operation of late-night, early morning services in the urban areas and to remote villages in the rural areas;

(b) The figures of losses in rspect of 1992-93 are not available. The figures for the years 1990-91 and 1991-92 are as in the statement (*See* below).

(c) There is no such proposal before the Government.

(d) The Planning Commission have recommended to the State Governments the following guidelines while formulating the States Annual Plans of the Road Transport Sector :—

(1) Operational efficiency of the SRTUs must improve.

(2) SRTUs should gradually make room for Private Sector except in cases where Private Sector is unlikely to come.

(3) There should be no expansion of SRTUs.

Statement

Statement showing Net Profit/Loss of various State Road Transport Corporations

(Rs. in crores)

S. No.	State Road Transport Corporations	Net Profit/Loss	
		1990-91 Actuals	1991-92 Actuals
(1)	(2)	(3)	(4)
1.	Andhra Pradesh SRTC	— 11.92	— 31.13
2.	Assam SRTC	— 15.36	— 17.81
3.	Bihar SRTC	— 22.74	— 26.87
4.	Gujarat SRTC	+ 4.29	+ 0.92
5.	Himachal Pradesh SRTC	— 15.41	— 18.38
6.	Jammu & Kashmir SRTC	— 15.90	— 16.83
7.	Karnataka SRTC	+ 1.30	— 19.09
8.	Kerala SRTC	— 30.99	— 39.54
9.	Madhya Pradesh SRTC	+ 0.24	+ 0.27
10.	Maharashtra SRTC	+ 5.58	— 26.72
11.	Manipur SRTC	— 1.46	— 1.70
12.	Meghalaya SRTC	— 1.69	— 1.71
13.	Orissa SRTC	— 12.09	— 11.77
14.	PEPSU RTC	— 20.88	— 17.89
15.	Rajasthan SRTC	— 8.59	+ 13.96
16.	Tripura SRTC	— 3.12	— 3.49
17.	Uttar Pradesh SRTC	— 40.42	— 33.43
18.	North Bengal SRTC	— 5.75	— 7.34
19.	South Bengal SRTC	— 3.98	— 3.30
20.	Calcutta STC	— 23.79	— 21.65
21.	Delhi Transport Corporation	—197.4835	—203.8184

तटवर्ती राष्ट्रीय राजमार्ग का निर्माण

3029. **श्री अनन्तराव देवघोकर बवे** : क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार को बम्बई-सूरत-भावनगर के मध्य समुद्रतट पर तटवर्ती राष्ट्रीय राजमार्ग के निर्माण के संबंध में संसद सदस्यों से अब तक कितने आवेदन पत्र प्राप्त हुए हैं;